

## **AMENDMENTS TO THE SPECIFICATION**

Please replace page 2, lines 12-26 with the following paragraph rewritten in amendment format:

In the hybrid vehicle of the present situation, electricity is generated by operating an electric generator by the engine. Therefore, while the operation of the engine is stopped, the electric supply to electric parts ~~[[no]]~~ not directly relating with the vehicle running is stopped since electric power consumption of the electric heater is large. Further, in the hybrid vehicle of the present situation, the operation of the engine is repeatedly stopped and started even ~~[[during]]~~ when the vehicle is running. Therefore, the electric supply and stoppage of the electric heater are repeated in response to this repetition. However, when the electric supply and stoppage of the electric heater are repeated, the temperature of the blown-out air is changed. Therefore, an air conditioning feeling becomes worse and the durability (life) of electric parts such as the electric heater, etc. is reduced.

Please replace page 3, lines 1-5 with the following paragraph rewritten in amendment format.

In view of the above problems, an object of the present invention is to restrict the air conditioning feeling from becoming worse while the insufficient generation of electric power ~~insufficiency~~ is prevented.

Please replace page 3, lines 6-24 with the following paragraph rewritten in amendment format.

According to the present invention, an air conditioner is used for a vehicle having a regenerative electric-power generating unit for regenerating kinetic energy accumulated in the vehicle as electric energy by operating a driving source. The air conditioner includes an air conditioning unit having an electric part that is operated by electrical power, ~~[[a]]~~ regeneration determining means for determining whether the regenerative electric-power generating unit is in an electric-power generating state, and ~~[[a]]~~ control means for controlling an allowed maximum electric-power value to be consumed in the electric part. In the air conditioner, when the regeneration determination means determines that the regenerative electric-power generating unit is in the electric-power generating state, the control means controls the allowed maximum electric-power value to be greater than that set when ~~[[no]]~~ the regenerative electric-power generating unit is not in the electric-power generating state. Accordingly, the air conditioning feeling is restricted from becoming worse while the insufficient generation of electric power ~~insufficiency~~ is prevented.

Please replace page 3, lines 25-27 and page 4, lines 1-23 with the following paragraph rewritten in amendment format.

Preferably, the air conditioner further includes ~~[[an]]~~ increase determining means for determining whether the electric power actually consumed in the electric part is increased when the regeneration determination means determines that the regenerative electric-power generating unit is in the electric-power generating state.

The air conditioner can ~~includes an~~ include electric supply means for directly supplying electric power generated in the regenerative electric-power generating unit to the electric part without going through a battery, at least when the regeneration determination means determines that the regenerative electric-power generating unit is in the electric-power generating state. Alternatively, the air conditioner includes ~~[[an]]~~ electric supply means for supplying electric power generated in the regenerative electric-power generating unit to the electric part through a battery mounted on the vehicle, and a battery ~~charging~~ charging detecting unit for detecting a remaining charging amount of the battery. In this case, the increase determining means determines whether the electric power actually consumed in the electric part is increased, when the remaining charging amount detected by the battery charging detecting unit is larger than a predetermined amount, in a case where the regeneration determination means determines that the regenerative electric-power generating unit is in the electric-power generating state. Accordingly, it can accurately prevent the electric power from being insufficient.

Please replace page 4, lines 24-27 and page 5, lines 1-4 with the following paragraph rewritten in amendment format.

When the air conditioning unit has various kinds of the electric parts, the electric power increasing means increases the electric power actually consumed in the electric parts such that after the electric power increasing means increases the electric power actually consumed in one of the electric parts, the electric power increasing means

increases the electric power actually consumed in [[an]] another one of the electric parts.

Please replace page 8, lines 25-27 and page 9, lines 1-7 with the following paragraph rewritten in amendment format.

The battery 6 mainly supplies driving electric power to the electric motor 2. Therefore, its output voltage is a high voltage such as about 300 V. Therefore, an auxiliary battery 7 of low output voltage is mounted to the vehicle. This auxiliary battery 7 charges from the electric power supplied from the battery 6 and ~~reduced until~~ reduces it to a predetermined voltage (e.g., 12 V) [[by]] using a transformer (DC-DC converter) 8. In this connection, the auxiliary battery 7 supplies the electric power to various vehicle auxiliary devices such as an electric device for air conditioning, etc. described later.

Please replace page 11, lines 13-27 with the following paragraph rewritten in amendment format.

A bypass passage 21 through which air from the evaporator 18 bypasses the heater core 19 and the electric heater 20 is formed in the air conditioning case 13a on the sides of the heater core 19 and the electric heater 20. An air mix door 22 for adjusting a ratio of a cold air passing through this bypass passage 21 and a warm air passing through the heater core 19 is rotatably arranged upstream of the heater core 19. The air mix door 22 is a temperature adjusting unit for adjusting the temperature of the air blown into the passenger compartment by adjusting the blowing amount ratio of the cold air and warm air, and is operated by an actuator 22a such as a servo motor.

The cold air from the bypass passage 21 and the warm air from the electric heater ~~[[21]]~~ 20 (heater core 19) are mixed in accordance with the operation position of the actuator 22a, so that conditioned air is obtained.

Please replace page 12, lines 9-15 with the following paragraph rewritten in amendment format.

Well-known ~~Blowing-out~~ blowing-out modes such as ~~well-known~~ a face mode, a bi-level mode, a foot mode, a foot/defroster mode and a defroster mode are selected by controlling the opening and closing operations of these opening portions 23, 24, 25 by respective blowing-out mode doors 23a, 24a, 25a. The blowing-out mode doors 23a, 24a, 25a are operated by an actuator 26 such as a servo motor through a link mechanism and the like.

Please replace page 12, lines 24-27 and page 13, lines 1-9 with the following paragraph rewritten in amendment format.

The refrigerant condensed in the condenser 30 is separated into gas refrigerant and liquid refrigerant in a liquid receiver 32, and the liquid refrigerant ~~is flowed~~ flows out of the liquid receiver 32 onto the downstream side. This high pressure liquid refrigerant is decompressed and expanded by a pressure reduction device 33 such as a thermal type expansion valve, and becomes a gas-liquid two-phase state having a low pressure. This low pressure refrigerant exchanges heat with the air to be blown into the passenger compartment in the evaporator 18, and is evaporated, so that the air to be

blown into the passenger compartment is cooled. The gas refrigerant evaporated in the evaporator 18 is sucked into the compressor 27, and is again compressed.

Please replace page 14, lines 19-27 and page 15, lines 1-2 with the following paragraph rewritten in amendment format.

The air conditioning unit 13 is arranged for a front seat in the passenger compartment. In this embodiment, a rear air conditioning unit (not shown) for a rear seat is also arranged in addition to the air conditioning unit for the front seat. Thus, the conditioned air adjusted in temperature by the rear air conditioning unit is blown to a space within the passenger compartment on the rear seat side. In this connection, a blower, an evaporator, a heater core, etc. are also equipped in the rear air conditioning unit for the rear seat. ~~[[Hear]]~~ Here, the blower, a door actuator and the like of the rear air conditioner are equipped as electric devices.

Please replace page 17, lines 14-27 and page 18, lines 1-3 with the following paragraph rewritten in amendment format.

In this embodiment, it is determined whether the regenerative electric power generation is performed in the electric motor 2 or not. When the regenerative electric power generation is performed in the electric motor 2, electricity is supplied to the electric heater 20. Namely, when it is determined that the electric motor 2 is in an electric power generating state, it is allowed that electricity is turned on in the electric heater 20. Accordingly, in step S10, an allowed maximum electric power value of the power consumption amount in the air conditioner is set to be greater than the allowed

maximum electric-power value set when it is determined that no electric motor 2 is in the electric power generating state. Thus, it is possible to restrain the air conditioning feeling from becoming worse while preventing the electric power supplied to the electric motor 2 from being insufficient by consuming the electric power of the battery 6 by the air conditioner (electric heater 20 in this case).

Please replace page 22, lines 13-20 with the following paragraph rewritten in amendment format.

As shown in Fig. 5, in this third embodiment, there is provided [[with]] an electric current switching device 6a for supplying the electric power generated in the electric motor 2 to the electric compressor 270 as an electric part of the air conditioner without going through the battery 6 when it is determined that the electric motor 2 is in the electric power generating state. In the third embodiment, the other parts are similar to those of the above-described second embodiment.

Please replace page 24, lines 4-14 with the following paragraph rewritten in amendment format.

Next, the remaining electric power amount RB of the battery 6 is detected, and it is determined whether or not the remaining electric power amount RB is a predetermined value RB2 or more at step S28. When the remaining electric power amount RB is the predetermined value [[LB2]] RB2 or more, it is determined whether or not the outside air temperature TAM is a predetermined temperature TAM1 or less at step S29. When the outside air temperature TAM is the predetermined temperature

TAM1 or less, electricity is turned on in the electric heater 20 in a state in which the blowing-out mode is set to the defroster mode (S30).